

**CITY OF MOUNTAIN VIEW
MEMORANDUM**

DATE: September 2, 2003

TO: City Council

FROM: Al Savay, Deputy Zoning Administrator
Lynnne Melena, Senior Planner

SUBJECT: SEPTEMBER 2, 2003 STUDY SESSION—DOWNTOWN PRECISE PLAN
UPDATE DRAFT RECOMMENDATIONS

PURPOSE

The purpose of this City Council study session is to brief the Council on the policy direction of proposed changes to the Castro Street areas (H, I and J) of the Downtown Precise Plan that are being considered by the Downtown Committee and Environmental Planning Commission Joint Committee (Joint Committee). Staff is seeking preliminary Council reaction prior to preparing the Draft Precise Plan text amendments for further review.

BACKGROUND

The City Council originally initiated review of the Downtown Precise Plan to determine whether community goals for downtown Mountain View had changed since the plan's adoption in 1988 (see Attachment 9—Downtown Precise Plan). The update of the Precise Plan was split into two parts. In Phase I, completed in 2000, the City reassessed and updated areas A through G. This is Phase II—Areas H, I and J.

The purpose of the overall update has not been to create an entirely new Precise Plan; rather, it is to refine and redefine what has been a successful and solid framework for growth in downtown Mountain View. The scope of the Phase II work plan was developed by the Downtown Committee and the Environmental Planning Commission (EPC) working as a Joint Committee. It was adopted by the City Council in June 2002. The update includes Area H (Castro Street Historic Retail District), Area I (Civic Center/Eagle Square/Gateway Center) and Area J (East of Castro Street Blocks) (see Figure 1—Downtown Precise Plan Areas).

The process for the Phase II Downtown Precise Plan update has followed a path similar to the 2000 update. The work plan uses a collaborative public participation process involving community meetings, workshops, focus groups and joint meetings between the Downtown Committee and the EPC.

Over the past 14 months, the Downtown Committee and the Environmental Planning Commission have held a series of four joint workshop meetings to analyze issues and develop recommendations for a variety of topics. This effort has included the review of two major workbook reports and staff reports. The documents and minutes of the meetings have been assembled for the Council in a background binder on the Downtown Precise Plan update.

The recommendations are in the form of policy direction that will guide changes to the text and graphics in the Precise Plan. Following City Council input on the policy direction of these recommendations, draft Precise Plan text amendments and environmental documents will be prepared for further consideration by the Downtown Committee, Environmental Planning Commission, City Council and the public.

Public Outreach and Input on the Downtown Precise Plan Update

An important objective of the Downtown Precise Plan update work plan is to gain community input on potential changes to the plan. After the first Joint Committee meeting, staff hosted four focus group meetings to discuss downtown issues and Joint Committee development concepts with key stakeholder groups (see Attachment 2—Focus Group Meeting Notes). In addition, a community meeting was held on July 9, 2003 to obtain input on the proposed changes being considered by the Joint Committee (see Attachment 3—Community Meeting Comments). About 50 people attended.

There will be five or six future meetings, including public hearings to hear ideas and comments from the community. In addition to another Joint Committee meeting, the Downtown Committee, Environmental Planning Commission and City Council will hold public hearings to consider the draft Precise Plan text amendments and environmental documents. Notices will be mailed to property and business owners, neighborhood associations, members of the Central Business Association and Chamber of Commerce Board of Directors and people on the downtown mailing list for all public hearings. Notice will also be given in a local newspaper, posted in the downtown area and advertised on the City's web site.

Workbooks and Development Concepts

The two workbook reports prepared for the update process were sources of information for the Joint Committee to use in developing recommended changes to the Precise Plan.

Workbook 1 provided general background information on the entire downtown area. This workbook included an evaluation of the current Precise Plan, case studies of other cities with similar downtowns and analyses of downtown urban design, parking, economics and historical character (see Attachment 8—Workbook 1). This workbook provided a view of where the downtown is at this point in time to assist in deciding where it should be in the future. Following Joint Committee review of information and ideas at a December Joint Committee workshop, a list of guiding concepts were approved for further study.

Workbook 2 analyzed the guiding concepts, which were organized under 10 major headings (see Figure 2—Guiding Concepts Illustration). The concepts have strong physical implications and are sometimes site-specific. Many of the guiding concepts contain the basic policy direction for the amendments to the Precise Plan.

To help visualize the implications of the Guiding Concepts, several of them are illustrated with corresponding "prototypes" or "design study" illustrations. The prototypes and design studies are essentially design models that act as a tool to further "test" and evaluate the implications of a given concept and its relationship to other concepts. These illustrations are contained in Section II of Workbook 2 (see Attachment 7—Workbook 2).

Key Findings

During the course of the Precise Plan review, there were a number of key findings that influenced decisions on the proposed Precise Plan amendments.

- Retail tends to locate on more regularly configured parcels, while parcels in downtown tend to be narrow and very deep.
- Restaurants and retail predominate in Area H. Restaurants in Area H constitute 35 percent of the total business floor area and retail is 24 percent.
- Parking in downtown parking lots at the midday peak (12:00 noon to 1:00 p.m.) is at 90 percent capacity, exceeding the practical capacity level of 85 percent.
- There is no required parking for restaurants or offices, both of which are major parking generators, on the ground floor in Area H.

- The current plan provides little guidance for potential future development on the Wells Fargo site in Area I.
- The small, shallow lots in Area J, between Church Street and Fairmont Avenue, limit potential for change in this area.
- Strategies for parking will be key to developing and refining land use and growth goals for downtown and need to be carefully coordinated with economic development goals.
- Housing is an important part of the synergy that creates a vibrant downtown environment and there is a demand for downtown housing.

Key Joint Committee Recommendations

Within the framework of the 10 Guiding Concepts, the Joint Committee has developed draft recommendations for changes to the Precise Plan. These recommendations are intended to guide changes to the text and graphics in the Precise Plan.

The table below lists the most significant recommendations organized under each of the three study areas. Further analysis of the major issues associated with these recommendations is provided later in this report. A comprehensive overview of all Joint Committee recommendations and analysis for each of the 10 Guiding Concepts is contained in Attachment 1—Guiding Concepts and Recommendations.

Most of these recommendations were made by consensus. A few were decided by majority vote, although several votes were close (e.g., whether to allow residential on upper floors of a redeveloped parking lot and several parking recommendations concerning in-lieu fees for changes in use). Copies of the minutes of the three Joint Committee meetings, including motions and votes, are attached (see Attachment 4—Joint Committee Meeting Minutes).

Council feedback on the proposed Joint Committee recommendations will inform preparation of draft Precise Plan text and illustrations for further consideration.

SUMMARY OF KEY JOINT COMMITTEE POLICY RECOMMENDATIONS	
Planning Area	Recommendations
Area H	<ul style="list-style-type: none"> • Encourage residential on upper floors <ul style="list-style-type: none"> — Allow a fourth story of residential within the existing 55' height limit • Prepare guidelines for the potential development of one public parking lot • Require restaurants and administrative offices to provide parking by paying a 50 percent parking in-lieu fee for ground floor changes in use from retail • Allow a ground floor parking exemption only for new retail or personal service uses • Make the parking credit for existing building floor area (when a building redevelops) uniform throughout Area H • Allow residential guest parking to be provided with an in-lieu fee
Area I	<ul style="list-style-type: none"> • Prepare guidelines for potential development on the Wells Fargo site
Area J	<ul style="list-style-type: none"> • Expand Area J boundaries to Hope Street (near El Camino Real) • Allow residential on Hope Street and commercial on Castro Street • Allow four stories and a 55' height on Castro Street and three stories and 45' in height on Hope Street • Allow hotel as provisional use south of Fairmont Avenue • Allow six stories and 70' for hotel use south of Fairmont Avenue
Parking District	<ul style="list-style-type: none"> • In the portion of the Parking District which is outside Area H, eliminate the one space to 500 square foot parking credit for existing floor area in five years

A map illustrating the recommendations on land use and building height is shown in Figure 3.

ANALYSIS OF KEY ISSUES

Building Heights and Four Stories

Building height limits in the current Downtown Precise Plan are given in "stories," rather than "feet." For most downtown areas, the height limit is three stories. A year ago, the Council approved an amendment to the Precise Plan, establishing a limit of three stories and 55' in Area H to clarify that a parking structure would be limited to 55'. At the time, it was noted that the overall issue of building height would be addressed in the Downtown Precise Plan update.

Typically, a modern, three-story mixed retail and office building would be about 50' to 55' tall (see Attachment 5—Downtown Building Heights). However, building prototypes prepared for this update showed that a four-story mixed retail and residential building also would not exceed the 55' height limit. A fourth story would also increase the financial feasibility of residential uses by permitting more units. Thus, a three-story all-commercial building and a four-story mixed retail-residential building would be about equally tall.

- The Joint Committee recommends four stories with a height not to exceed 55' in Area H.

There remains some concern that establishing a height limit of four stories and 55' could lead to the creation of a "tunnel" effect along Castro Street if all buildings developed to the maximum height. Given the small size and diverse ownership of most parcels fronting on Castro Street in Area H and J, it is unlikely that this would occur. All of the projects listed in Attachment 5—Downtown Building Heights, are on sites larger than is typical in Area H. Also, the distance from building face to building face on Castro Street is 75'. Thus, buildings constructed up to the 55' height on one or both sides of the street would not be out of proportion to Castro Street.

There is also concern that if taller buildings are built, they would overshadow their neighbors. To address this concern, the proposed revisions to the Precise Plan would include specific design guidelines that would require that new buildings relate to their neighbors.

Another issue of concern expressed at the community meeting is whether architectural and other projections should be allowed (towers, elevator penthouses, church spires, etc.). Currently, the Zoning Ordinance allows exceptions to height limits for these kinds of projections throughout the City. Precluding these kinds of projections would inhibit

both design flexibility and some functional needs and would be unique to the Downtown Precise Plan. An alternative would be to set a height limit for the building and a maximum height for any projection. This was done for Area D of the Precise Plan. This issue will be considered further by the Joint Committee as part of their review of the Draft Precise Plan.

Residential on Upper Floors

Residential uses are currently allowed with a Conditional Use Permit in Areas H, I and J. However, the only significant residential development in these areas is Park Place II (on the corner of Castro Street and High School Way). With the popularity of Park Place, the new Bryant Street projects and downtown living in general, prototypes were developed and evaluated for economic feasibility to determine whether more mixed-use residential development could be encouraged.

- The Joint Committee recommends a fourth story within the 55' height limit to make residential more feasible.

To encourage more residential development, consideration was given to changing residential from a "conditional" use to a "permitted" use. However, the consensus was that residential should remain a conditional use because there could be land use conflicts between commercial and residential in some locations and these need to be evaluated and mitigated on a case-by-case basis. In particular, the Joint Committee wanted assurance that noise impacts on residents are minimized. Potential impacts and proposed mitigation measures such as adequate insulation and window treatment will be evaluated as part of the Precise Plan environmental assessment.

Public Parking Lot Development

Development of one public parking lot was explored as a way to create further economic diversification by providing opportunities for larger floorplates particularly for uses such as a pharmacy and/or a market. Parking Lot 5 was used as a prototype to explore the physical implications of such a development. However, the concept is transferable to any of the five public parking lots in Area H.

Parking lots are generally the largest parcels downtown and, therefore, provide significant opportunities for development with larger floorplates. Currently, there are no specific regulations in the Precise Plan to guide such a proposal.

A typical project would require replacement of all of the current public parking spaces as well as providing on-site parking for new uses. This would require several parking levels in below- or aboveground parking structures or a combination of the two.

- The Joint Committee recommends preparing guidelines for the potential development of one public parking lot and allowing only commercial/retail and office development.

As originally proposed, residential was to be included as a component of a mixed-use project on the parking lot. However, on an 8 to 7 vote, the Joint Committee modified the concept to eliminate residential and only allow commercial/retail and office development on a lot. This is different than the rest of Area H where residential is allowed on upper floors with a Conditional Use Permit.

Concern was raised over intensifying residential development beyond Castro Street and issues of compatibility between commercial and residential uses. The Joint Committee also recommended that development only be allowed on one lot.

An issue raised at the community meeting was whether the City would use eminent domain to acquire additional privately owned land for such a development project. The prototypes do not evaluate, nor is there any assumption that additional land would need to be acquired.

Parking

In contrast to the rest of the City, the majority of parking downtown is provided in shared public parking lots and garages (see Figure 4—Downtown Parking). In the rest of the City, developers are typically required to provide private parking on-site to be used exclusively by the occupants of a building.

There are nine public parking facilities owned and maintained by the City's Parking District. Property owners, businesses and residents in the District pay for maintenance of the parking lots through an annual assessment. Currently, there are about 1,100 spaces in District lots and 200 additional spaces in the temporary lots. Properties within the District benefit from shared parking, which makes more efficient use of scarce, expensive downtown land.

Although the City Council has authorized architectural/engineering services for the design of a new 468 space parking structure at California and Bryant Streets, past studies indicate there may be a need for even more downtown parking to accommodate

the parking demand of buildout of the Precise Plan. This assumption depends in part on the type and timing of new development and prevailing economic conditions.

Existing parking objectives include incentives to encourage new development and to minimize the City's cost for providing public parking. To achieve those objectives, the Precise Plan has a very complicated set of requirements that vary depending on location, use and whether the floor area and use are new or existing (see Figure 5—Existing Parking Regulations). In reviewing the policies and regulations, the Joint Committee considered parking ratios, exemptions, credits for existing floor area, parking in-lieu fees for specific uses and trip reduction strategies. It is important to note that none of the Joint Committee recommendations would affect existing uses in downtown.

Overall, the intent has been to make parking regulations more consistent and less complex, particularly in Area H and elsewhere in the Parking District.

Existing Parking Regulations

There are three main types of parking regulations in the existing Precise Plan. These regulations apply to new development and/or changes of use in existing buildings.

1. Parking in-lieu fees (new construction).
2. Parking credits (new construction).
3. Parking exemptions (existing floor area).

Parking In-Lieu Fees

Most properties in the historic Castro Street commercial area (Area H) are not physically able to provide parking on-site due to their small size and shape, so they are allowed to pay fees in lieu of providing parking to expand buildings or build new ones. These one-time fees are paid to the Parking District which uses the funds to create additional shared public parking. The percentage of parking that can be supplied by paying in-lieu fees varies, depending on the location of the property.

The current in-lieu fee is \$26,000 per parking space.

Parking Credits

Currently, the Precise Plan has special parking standards when a new building replaces an existing one. Elsewhere in the City, when a new building is constructed in place of an older one, parking is required for all the new building area. In the Parking District, when existing building area is replaced, there is a credit for existing building area that reduces the amount of parking required for the new building (see Attachment 6—Existing and Proposed Parking Regulations Table). The rules governing these credits vary by location as follows:

Buildings fronting Castro Street in Area H:

- All existing building area and ground floor additions are exempt from any parking requirements. Upper floor additions are not.

Buildings located on the remainder of Castro Street blocks:

- Only the ground floor is exempt from all parking requirements. New construction on the ground floor and upper floors would be required to provide parking or pay an in-lieu fee.

For instance, if a property owner has an existing 10,000 square foot building and wants to build a new 12,000 square foot building, on-site parking (or in-lieu fees) would only be required for 2,000 square feet of the new building and only if it is on the upper floor. Thus, the owner is given a parking credit for the existing building floor area.

Buildings located in the Parking District outside of Area H:

- A credit of one parking space for each 500 square feet of existing building area is subtracted from the total parking required when a new building is developed.

Unlike the exemptions above which are aimed at encouraging certain uses, this credit acknowledges the parking spaces that have already been provided for existing downtown floor area within the Parking District.¹

¹ The Parking District has provided, through a prior bond issue, approximately 1,022 parking spaces supporting approximately 530,000 square feet of nonresidential floor area, for a ratio of one parking space per 518 square feet.

Parking Exemptions

Another layer of parking regulations is that all ground floor uses in Area H, including changes of use, are exempt from any parking requirements. This helps preserve the historic Castro Street storefront by providing an economic bonus for these businesses. This strategy also recognizes the existing development pattern where on-site parking is not feasible on most of these small sites.

Joint Committee Recommendations for Parking

This section summarizes the issues and describes proposed recommendations for each of the three main types of parking regulations.

Recommendations for Changes of Use in the Parking District:

Parking In-Lieu Fees for Ground Floor Changes In Use

Issue: Should restaurants and administrative offices that contribute most to downtown parking demand contribute to downtown parking supply?

As part of the background evaluation of downtown parking, it was noted that restaurants are typically among the highest parking-generating uses in downtown, particularly during the midday peak (12:00 noon to 1:00 p.m.). In addition, offices that are employment centers contribute to overall parking demand in downtown by using parking spaces all day long. Yet, even as they expand in number, if they are on the ground floor they do not have to provide parking because of the automatic ground floor parking exemption. Therefore, the Joint Committee determined that restaurants and office uses that move into space previously occupied by retail should contribute to the parking supply by paying an in-lieu fee. This would also make retail more competitive with restaurants.

- The Joint Committee recommends requiring restaurants and administrative offices to provide parking by paying an in-lieu fee of 50 percent (\$13,000 per parking space) of the standard in-lieu fee for ground floor changes in use for space previously occupied by retail.

Existing restaurant floor area would still be exempt, but parking would be required for changes of use to and new construction of restaurant and administrative office floor area. Payment of a reduced in-lieu fee of 50 percent of the regular fee would recognize that the full fee would be difficult for a new use moving into existing space.

To ensure the 50 percent in-lieu fee is not too complicated to implement and it is equitably applied, it is recommended that the fee should only be paid one time upon change of use from retail to an administrative office or restaurant use.

Charging a 100 percent in-lieu fee was explored by the Joint Committee but was determined to be overly burdensome to new restaurants and administrative offices. A 25 percent in-lieu fee was also explored, but it was not considered to be significant enough to be a viable contribution to contribute to future parking supply.

The Joint Committee determined that this fee should not be required for service-related offices, such as tax preparation and real estate, that typically use public parking for shorter time periods and also contribute to the retail vitality of downtown.

Parking Exemptions for Ground Floor Uses in Area H

Issue: Should a priority be set for retail in Area H?

Currently, all ground floor uses on Castro Street, including restaurants and retail, are exempt from parking requirements. This is in effect for changes in use as well as for new ground floor construction. These exemptions have been effective and have contributed to the vibrancy downtown.

One Joint Committee objective is to encourage greater retail diversity. Another is to provide adequate parking. However, current ground floor parking exemptions make downtown especially attractive to restaurants in contrast to the rest of the City where on-site parking is required. As noted above, administrative offices use parking for extended periods of time.

In addition to requiring an in-lieu fee to hold new restaurants and offices more accountable for downtown parking supply, changes to parking exemptions could also have the effect of making retail more competitive by discouraging the loss of retail space as businesses in downtown change.

- The Joint Committee recommends allowing a ground floor parking exemption only for new retail or personal service uses.

Thus, new ground floor restaurants or administrative offices replacing retail would be required to provide on-site parking or pay a 50 percent in-lieu fee, as noted above.

Recommendations for New Construction in the Parking District:

Parking Credit for Existing Buildings in Area H

Issue: How can the standards be made more consistent and less complicated throughout Area H?

As noted above, when existing building area is replaced by new construction in Area H, a parking credit for existing building area is allowed that reduces the amount of parking required for the new building. However, the amount of floor area credited is different for buildings facing Castro Street and buildings in the remainder of the blocks in Area H.

The parking credit acts as an incentive for new development and recognizes that on-site parking is not feasible on most small sites in Area H. However, the current regulations are complicated to understand and administer.

- The Joint Committee recommends the parking credit for existing building floor area (when a building redevelops) is made uniform throughout Area H.

Treating all of Area H the same would simplify implementation and understanding of the regulation. This would also recognize investment in existing development and act as an incentive for new retail development (see Figure 6—Area H Recommended Parking Regulations).

It should be noted that the recommendation that ground floor restaurants and administrative offices be required to pay a 50 percent in-lieu fee would still apply.

Parking Credit for Replacing Existing Buildings Outside Area H

Issue: Should there continue be a credit for existing floor area in the Parking District outside Area H?

In the rest of the Parking District outside of Area H, the one space for 500 square foot credit for existing building area was provided in the Precise Plan to give equity to the original property owners who were assessed for Parking District facilities. The credit is also intended as an incentive for redevelopment.

Another view of this credit is that the "right to parking" has a limit, particularly if the site redevelops with uses that create a greater parking demand. Essentially, the parking

credit is a benefit that has been provided since 1988, and as long as it continues, it will result in less parking overall as downtown continues to grow. In addition, the areas affected by this credit have been primarily developed with residential and the credit has not been applied to residential development.

- The Joint Committee recommends elimination of the 500 square foot parking credit outside of Area H in five years.

Residential Guest Parking In-Lieu Fee

Issue: Should guest parking for residential be provided through an in-lieu fee?

In the Parking District outside Area H, new residential units may provide up to 10 percent of their required parking with an in-lieu fee. Guests can park in public parking spaces which are often more accessible than on-site guest parking and more funds are raised for new public parking. The recommendation would expand the in-lieu guest parking to Area H and increase it to equal the actual amount of guest parking. The Joint Committee considered comments from the local developers focus group which indicated that while on-site parking for residents was necessary, guest parking could be provided off-site.

- The Joint Committee is recommending that an in-lieu fee be allowed to be paid for all residential guest parking within the Parking District.

Parking in Areas I and J

Because Areas I and J are outside of the Parking District, they do not benefit from any public parking supply and, therefore, all parking must be on-site. This makes it difficult to develop smaller parcels. Creating a new Parking District to encompass Areas I and J was considered as an option but would only be successful if a municipal parking facility was located within Areas I or J. The existing municipal parking lots are too distant from Areas I and J to effectively or equitably be utilized by new development. Unless property could be acquired for a municipal parking facility, retaining existing parking policies and standards appears to be the most feasible option for Areas I or J. At this time there are no plans for the City to obtain land in these areas for parking purposes.

- Joint Committee recommends providing language in the Precise Plan encouraging public/private partnerships to develop structured parking as part of new development in Areas I and J.

Wells Fargo Site Development Guidelines

The Wells Fargo site at the corner of Castro and Church Streets is the only significant potential redevelopment site in Area I of the Precise Plan. Current regulations for Area I are very general. Future uses of this site could include cultural, retail, civic and office uses with residential on upper floors as a provisional use. The maximum building height for Area I is four stories.

- The Joint Committee recommends a maximum height of 55' matching Area H.

Several levels of underground parking would be necessary to support multiple floors. Design guidelines would include stepping back the top floor from the park to reduce massing and improving the pedestrian visual connection from Castro Street through the site to Pioneer Park.

Area J Recommendations

Due to the small parcel sizes and shallow depths for parcels between Church Street and Fairmont Avenue, it is difficult and potentially infeasible to redevelop these parcels with the current requirement to provide all parking on-site. As a result, there has been little or no change in this area.

- The Joint Committee recommends expanding the Area J boundary to Hope Street to improve the possibility of assembling parcels to create larger and more feasible development sites.

The concern with expansion of the boundary raised at the Community meeting was on making sure new residential development along Hope Street is compatible in design with existing homes. The intent of the recommendation is to allow only residential on Hope Street with commercial/mixed-use development on Castro Street. The proposed height is the same as currently allowed under the existing R3 multi-family zoning with three stories and 45' with added design criteria requiring a third floor to be tucked underneath the roof to lower the appearance of the building. This is the same requirement applied in Area B of the Downtown Precise Plan which faces older single-family homes.

The block south of Fairmont Avenue was seen as having greater potential for lot consolidation and development that would improve the gateway to downtown. Both the Joint Committee and members of the Residents Focus Group noted Gateway Park is

isolated from the rest of downtown and is underused. A new development with a prominent building form in this location would help define the sense of entry into downtown. A new park, of comparable size could be built into the development site in an alternate location along the Castro Street frontage that could be more accessible and actively used by nearby residents and shoppers.

As an anchor for the gateway site, it is recommended that a hotel use be considered as a provisional use. A higher allowable height of up to six stories and 70' would be considered through a rigorous design review process.

Historic

Treatment of historical buildings has been a key element of the Downtown Precise Plan update. As a part of the work program, a historical consultant was engaged to develop design guidelines for historic downtown buildings and to conduct a comprehensive historical resources survey of the area. However, in reviewing the historical issue, the Joint Committee decided to recommend that both the design guidelines and the historical survey be deferred for consideration as a part of the permanent Historical Ordinance. The Historical Ordinance update process will begin with a Planning Commission meeting on September 17, 2003, and the information and survey that have been prepared by the consultant will be incorporated into that process.

Environmental Process

An Initial Study will be prepared to analyze the potential environmental impacts of the proposed changes to the Downtown Precise Plan under the requirements of the California Environmental Quality Act (CEQA). The analysis will be based on a comparison of the existing Downtown Precise Plan and the proposed changes to the existing development and parking standards.

The Initial Study and a determination of the Precise Plan's environmental significance will be provided to the Downtown Committee, Environmental Planning Commission and City Council, as well as the public, for review as part of the public hearing process for the Precise Plan changes.

NEXT STEPS

The following schedule has been prepared for the remainder of the downtown Precise Plan Update process.

DOWNTOWN PRECISE PLAN SCHEDULE		
1	City Council—Study Session	September 2, 2003
2	Joint Meeting No. 3—Draft Precise Plan Review <i>Night Meeting</i>	October 15, 2003
3	Joint Meeting No. 3.1—(Optional) Draft Precise Plan Review <i>Morning Meeting</i>	October 21, 2003
4	Downtown Committee—Public Hearing on Draft Precise Plan <i>Morning Meeting</i>	November 4, 2003
5	Environmental Planning Commission—Public Hearing on Draft Precise Plan/Environmental	December 3, 2003
6	Environmental Planning Commission—(Optional) Public Hearing No. 2 Draft Precise Plan/Environmental	December 17, 2003
7	City Council—Set Date Draft Precise Plan	January 13, 2003
8	City Council—Public Hearing Draft Precise Plan/Environmental Final	January 27, 2004

CONCLUSION

The recommended Downtown Precise Plan amendments are the result of a thorough and thoughtful evaluation by the Downtown Committee and the Environmental Planning Commission. Over the past 14 months, the Joint Committee has considered public comments, reviewed workbook reports and held 4 Joint Committee workshops to develop these recommendations. A draft plan is being prepared based upon these recommendations for further consideration by the Joint Committee at a meeting on October 15, 2003. The purpose of the City Council study session is to gain Council input on the direction of these key policy changes to inform preparation of the Draft Precise Plan. Separate public hearings are scheduled for the Downtown Committee,

Environmental Planning Commission and the City Council in the following months, tentatively scheduled to conclude in January 2004.

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- Attachments:
1. Guiding Concepts and Recommendations
 2. Focus Group Meeting Notes
 3. Community Meeting Comments
 4. Joint Committee Meeting Minutes
 5. Downtown Building Heights
 6. Existing and Proposed Parking Regulations Table
 7. Workbook 2—Concept Analysis and Recommendations
 8. Workbook 1—Issues Analysis and Alternatives
 9. Downtown Precise Plan